

## **NY 50, FREEMAN'S BRIDGE RD TO GLENRIDGE RD CORRIDOR IMPROVEMENTS: S97**

**Post 2014 Funding:** No details included in TIP; New Visions 2030 shows \$16 M.

### **History:**

- The project concept resulted from a collaborative planning effort between CDTC and the town of Glenville around 1990. The project was added to the TIP as a congestion mitigation project, for project development work in the 1992-97 TIP. Traffic volumes exceeding 20,000 vehicles per day are high for a facility with two travel lanes and considerable turning movements.
- The 1993-98 TIP identified the S97 as one of the “major projects” that would require creative implementation to be financially feasible within ten years.
- Town of Glenville outreach in the mid-1990’s included town-wide public opinion surveys that confirmed local support for a project that focused on safety, access management, bike/ped access improvements and the addition of a turn lane, rather than additional travel lanes.
- The Glenville Town Center Linkage study identified a plan for additional service roads and local connections in the vicinity of NY 50/Glenridge Rd. to help address safety and congestion issues. Implementation of the recommendations was expected as development progressed. A roundabout for the NY 50/Glenridge intersection was sketched out.
- Succeeding TIP updates continued to show project development work within the five-year period. Bridge work north of Glenridge Rd. and safety work on the Freeman’s Bridge Rd. intersection progressed separately.
- The 1999-04 TIP included a total of \$2.950 M for project development, design and right-of-way, with a \$12.1 M construction budget in the “post” column.
- Funding constraints in subsequent TIPs have led to the deferral of project development to the “post” period. The project description was defined to state: *“The scope of the project is expected to incorporate a number of largely developer-funded improvements such as access management, a parallel access road and/or intersection modification such as roundabouts, in the context of or coordinated with a state of good repair/safety public project. The details of the split of public/private responsibilities and the schedule for implementation of the public project are uncertain.”*
- Redevelopment of the Town Center area has yet to occur; traffic volumes have been flat since the late 1990’s.

### **Status:**

- Corridor improvements remain a committed element of the New Visions 2030 plan at an estimated \$16 M. Project is shown in New Visions as partially highway rehab, partially congestion management.
- No funding is currently shown in the TIP due to financial demands of other CMS projects.
- Schedule is dependent upon financial resource availability, development activity and private funding feasibility, and NYSDOT’s “core” infrastructure needs.